PASSING AWAY OF OLD DEPOT

Last Week of D. & R. G. Station in This City.

HAS MOST INTERESTING HISTORY LOCAL SYSTEM

Built About Twenty-Six Years Ago, and Was Moved

This is the last week of the old depot of the Rio Grande. First it was the Denver & Rio Grande Western, then the Rio Grande Western, and now the Denver & Rio Grande, but under the various titles it has stood for much in the development of Salt Lake. For twenty-six years it has been the point of arrival and departure of tourists from all over the world, and it is estimated that more than 20,000,000 people have passed through its portals. Today it is a dingy, old frame building, but time was when it was by far the finest station between Omaha and the Pacific ocean.

Now, with the adjoining structures, it will come down to give place to freight tracks, as the passenger terminal will be moved to the new Union station a week from today, and operations will cease at the old stand with the arrival of No. 3

rom today, and operations will cease at he old stand with the arrival of No. 3

the old stand with the arrival of No. 3 next Sunday night.

The Denver & Rio Grande Western, narrow gauge, train wheezed and puffed and snorted into Salt Lake in 1883. A little tea kettle of a Baldwin narrow gauge stopped at the frame shack and the first passengers aligted in Salt Lake City. The station was not completed until some time afterward—authorities differ—but it was about 1884 when the handsome structure arose on the southwest corner of Second South and Fitth West. This is where the freight depot stands today. It was moved a few years later to where the baggage depot stands now, and, with the broadening of the gauge in 1889, it was moved to its present location.

now, and, with the broadening of the gauge in 1889, it was moved to its present location.

It was surrounded by a park and a fountain on the corner, but the fountain was left out of the arrangements when it was moved. It has been a historic old building. Upstairs the offices have been occupied by the first heads of the road, and later by W. H. Bancroft, A. E. Welby, E. J. Yard, J. H. Young, E. Sienger, and now by J. C. Dailey and staff. It was here, in the northeast corner room, that George J. Gould was interviewed by The Tribune for the first time when he secured control of the system. In this room, also, were the conferences of Colonel Dodge and General Palmer with the local operating heads when planning the Sanpete branch, the Tintle road and other lines. Here, also, was fixed the deal whereby the old John W. Young road to Park City was to be purchased and the undoing of Lawyer Untermeyer of New York was planned. If the old walls could talk, they might give forth a tale of high finance that would fill a volume.

But like the old horse in the fire department, or the decrepit servant of any corporation, the old station is doomed, and the stentorian voice of "Tommy" Hughes calling the trains and Big Ben Siegfus upholding the dignity of the municipal government.

WESTERN TRAINMEN TO

WESTERN TRAINMEN TO SECURE GOOD INCREASE

ST. LOUIS. Aug. 6.—A definite plan for a wage increase for conductors on rall roads west of the Mississippi river may be determined tonight following a final conference today between W. G. Lee, president of the Order of Railway Trainmen, and members of the Western Association of Railway Trainmen, who have been in convention here during the week. A. B. Garretson, president of the Order of Railway Conductors, is confined to his room at a local hotel, suffering from a nervous reaction following the settlement of the Grand Trunk strike, in which he participated. His condition is not serious, however. Mr. Lee said last night that there was still much work to be done.

me.
"The object of the conference is the "The object of the conference is the outlining of a plan whereby higher wages and better working conditions will be re-alized to the conductors and trainmen of all the western lines in the United States and Canada," he said. "We feel that we are entitled to a higher compensation of the conference of sation, especially on account of the in-creased cost of living.

"The proposition of having the pay of

passenger conductors established on a mileage, instead of a monthly basis, is only one of the matters we are consid-

"The questions probably will go to the yote of the men in the next thirty or forty days, and then negotiations with the officers of the General Managers as-sociations will be opened."

FIREMAN BADLY INJURED NEAR GREEN RIVER

Special to The Tribune

GREEN RIVER, Aug. 6.—H. Shoemaker, a fireman of the Rio Granile, was
laddy hurt here last evening. He fell
from a train and the wheels passed over
tits legs, terribly mangling them. Drs.
Middleton and Gray were called and,
after dressing the wounds as best they
could, placed him on an eastbound passenger and sent him to the Grand Junc.
tion hospital. It is feared that both legs
will have to be amputated. Shoemaker
1st 24 years of age, unmarried, and lives
at 2415. Fifteenth street, Denver, Colo.,
where he like a mother.

Special to The Tribune
Superintendent.
W. Fisher, superintendent,
Superintendent,
Superintendent,
W. Fisher, superintendent,
Superintendent,
Superintendent,
Superintendent,
Superintendent,
Superintendent,
Superintendent,
S

HUNDRED SALT LAKERS OFF FOR THE YELLOWSTONE

About 100 Selt Lakers in charge of H H. Hays, general agent of the passenger department of Wylle's camps, left the city last evening for a tour of the Yellowstone National park. They will make a six days' stay in the park and are looking forward to a great time. They will be joined by others from Ogden and points north.

Depart-Daily, (in effect June 19.	1310.7	0.1
Provo. Mann and Marysvale 7:50	a. m.	m
Bingham and Midvale 8:00	a. m	111
Denver, Chicago and east 8:10	a. m.	51
Firk City 8:20	a m.	21
Ogden and intermediate points 19:25	n in	-1
Ogden and San Francisco 1:45		11i
Orden San Francisco and Pozt-	2 =	81
	p. ro	- 414
Ogden, San Francisco and Port-	770000	
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Midsate and Hingham 2:50		1
Denver, Chicago and cast 4:05	p. m.	51
Prove Tintle and Inter points agoin	te in	III
Ogden and Intermediate : ts 6:10		
Henver, Chicago and cast 7:10	n. m.	0
Grand June, and 'nter, points Time	th m	P

rk City oghnin ard Midvale ovo. Manit Marysvals, He-

Secure a lot in Federal Heights now. fortland 7:10 p. m. up Brigham St.

FORTY-YEAR-OLD

Interesting Collection of 1871, Greatest Coal Contract Ever When Cassatt and Hughitt Were Superintendents.

Briant S Young has in his possession the following railroad passes, all issued in the year 1871 to his father, Joseph A. Young, at that time president and superintendent of the Utah Central Railway company. These passes all bear the imprint 1871, and are all with original

names. They are:

Pennsylvania railroad, signed by A. J.
Cassatt, general superintendent.
Chicago, Burlington & Quiney, signed by Robert Harris, general superintendent.
Camden & Amboy railroad, signed by William H. Gatzma, president.
Pittsburgh, Fort Wayne & Chicago, signed by J. W. McCullough, general manager.

Pittsburgh. Fort Wayne & Chicago. signed by J. W. McCullough, general manager.

Florida railroad, signed by W. N. Hood, general superintendent.
Colorado Central railroad, signed by I. B. Shepherd, superintendent.
Rutland, Vermont Valley & Montreal & Plattsburg railroad and Burlington Steamboat company, signed by George A. Merrill, general superintendent.
Baltimore & Ohlo railroad, signed by John Alma, Jr., vice president.
Allegheny Valley railroad, signed by John Alma, Jr., vice president.
Omaha & Northwestern railroad, signed by J. J. Lawrence, general superintendent.
Omaha & Northwestern railroad, signed by J. E. Boyd, president.
Illinois Central railroad, signed by Marvin Hughitt, general superintendent.
Chicago Southwestern railway, signed by James N. Burns, president.
Great Western railway, Canada, signed by W. H. Muir, general superintendent.
Passenger Transfer company (no city), signed by George W. Homan, Jr.
St. Louis & Omaha Packet company, signed by D. H. Silver, president.
New York, Providence & Boston Railroad company, signed by A. S. Mathew, superintendent.
Chicago & Northwestern railway, signed by John C. Gault, general superintendent.
Peoria & Rock Island railway, signed

intendent.

Peoria & Rock Island rallway, signed by R. R. Cable, superintendent.

Plúladelphia & Baltimore Central rall-road, signed by I. F. Wood, president and general superintendent.
Mineral Point callroad, signed by G. N.

Mineral Point railroad, signed by G. N. Cobb, superintendent.
Sloux City & Pacific railway, signed by W. W. Walker, superintendent.
Memphis & St. Louis Packet company, signed by M. A. Sendde, president.
Kansas City Packet company's steamers, signed by E. W. Gould, president.
Kansas Pacific railway, signed by A. Anderson, general superintendent.
Pithole Valley railway, signed by J. T. Blair, superintendent.
Little Rock & Fort Smith railway, signed by D. C. Brown, general superin-

Little Rock & Fort Smith rallway signed by D. C. Brown, general superin-Burlington & Missouri railroad (in Ne-braska), signed by Thomas Doane, chief engineer.

Midland Pacific railway, Nebraska, signed by J. N. Converse, general super-intendent.

Union Pacific railway, signed by T. E. Sickels, chief engineer and superintend-

Sickels, chief engineer and superintendent.

Atlanta & West Point railroad, signed by L. P. Grant, superintendent.

St. Louis, Belleville & Southern Illinois railroad, signed by W. G. Broughton, general superintendent.

Brunswick & Albany Railroad company, signed by president.

New York & Oswego Midland railroad, signed by W. P. McKinley, superintendent.

ent.
Alton & St. Louis Packet company, signed by Richard Holman, secretary.
Omaha Southwestern railroad, signed by I. F. Young, assistant superintendent. Middleburgh & Schoharie railroad, signed by P. S. Danforth, superintendent. Sheboygan & Fond du Lac railroad, signed by T. F. Stevens, superintendent. Peninsular railway, signed by L. D. Dibble, president.

Worcester & Nashua railroad, signed by C. S. Turner, superintendent.
Galveston, Houston & Henderson railroad, signed by Robert Colwell, manager, Kentucky Central railroad, signed by George H. Pendleton; countersigned by H. R. Randall general ticket agent.
Boston & Providence railroad, signed by A. A. Folsom, superintendent, Kansas City St. Joseph & Council Bluffs railroad, signed by A. S. Hopkins, general superintendent,
Burlington, Cedar Rapids & Minnesota railway, signed by George Green, president

Chicago & Illinois Southern railrond, igned by J. B. Ayer, general superin-

tendent.
Union Pacific Transfer company, signed by H. C. Nutt, superintendent.
Chicago, Rock Island & Pacific raliroad, signed by Hugh Riddle, general superintendent.
Michigan Central raliroad, signed by H. E. Sanger, general superintendent.
Peoria, Pekin & Jacksonville Raliroad company, signed by Edward Hudson, superintendent.

BOSTON, Aug. 6.-A decision has been reached at the conference of attorneys for the leading railroads of the country at Hotel Wentworth, Neweastle, N. H., on the new rate bill. This decision is believed by the attorneys decision is believed by the attorneys assembled to be of the greatest import ance to many of the large industries of the country. It has reference to the the country. It has reference to the long and short haul section of the Hepburn interstate commerce act as amended by the recently signed Mann-Elkins bill. The fear of the railroads is that Legart—Daily, (in effect June 19, 1918)

Espart—Daily, (in effect June 19, 1918)

Provo, Marit and Marysvale . 7:30 a. m. lingham and Midvale . 8:00 a. m. port than for goods for domestic con-

Edgar J. Rich of Boston, general so-citor for the Boston & Maine railroad,

said:

"A reling by the courts that the ailroads could not make a lower rate for export freight would mean that several industries, such as steel, coal, meat and grain would be placed in a postion where they could not meet the foreig, competition. It would mean that the country would be filled with ulle mills, thousands of men out of employment and stagnation and ruin to thousands."

After considering the subject expe-

After considering the subject carefully the conference authorized this statement:

*'It is understood that the general sentiment is that such an interpreta-tion is not justified by the spirit or even by the letter of the act and there is substantial unanimity of opinion that no misarrangement of our foreign business will result from compliance with the act."

GOULD'S MARYLAND RAILROAD PASSES LINE MAKES SHOWING

Made Just Closed With Davis Company.

The largest single coal contract, with one exception, ever made by mine own-ers with a steel mill, has been closed by the Bethlehem Steel company with the Davis Ceal & Coke company. It is to run for twenty years, the minimum daily supply to be 2000 tons, and the maximum 6000. The steel company autograph signature, many being famous has the discretion of saying what its names. They are:

has the discretion of saying what its requirements are above 2000 tons a day.

requirements are above 2000 tons a day. The coal company officials estimate an average tonnage of about 3300 a day.

Exactly what will be the value of of this contract cannot be estimated in advance. The cost of the coal at the mines wil probably be between \$30,000,000 and \$35,000,000 for the period covered, while the freight to Bethelem, where it is to be laid down, will be perhaps \$25,000,000 or more. This will make the contract worth to the miners and to the rail-road company between \$60,000,000 and rond company between \$60,000,000 and

Western Maryland is to handle all the shipments, turning them over to the Reading at Shippensburg for de-livery at Bethlehem. The contract calls for the coal at the mines in the West Virginia fields and not at Bethlehem, in order not to conflict with the commodity clause of the Hepburn bill,

commodity clause of the Hepburn bill, which precludes the railroads from making the contract direct, with the view of getting the freight haul.

Considerable local interest will be shown in this announcement as the Western Maryland is one of the Gould roads and has often been figured in a through connection. The Davis Coal & Coke company is controlled by the well-Coke commany is controlled by the well-known Davis and Elkins families of West Virginia three of its members wedding well-known Salt Lakers.

Seeks to Condem Land.

The Salt Lake & Ogden Rallway company, to electrify its line, needs a wider right-of-way in places, and to this end is seeking to condemn a strip of ground about fitteen feet wide on either side of its tracks from Fifth North street to the north city limits along Third West street in a condemnation suit brought against the Salt Lake and Jordan Mill and Elevator company in the district court Saturday.

urday.

The company wants to double-track its line between Fifth North street and the northern boundary of the city, the complaint says; also in the electrification of the road more room is needed for the poles that will carry the transmission power. The company seeks to condemn a strip about fifteen feet wide, containing .11 acres on the east side of the present track, and a strip containing .167 acres on the west side. cres on the west side. Some of the poles for the transmission Some of the poles for the transmission wires already are up on the mill and elevator company's grounds, the complaint says, but the mill and elevator concern threatens to take them down, and the railway company asks for a temporary restraining order to keep the threat from being carried out. Efforts were made, it is alleged, to purchase the ground before the poles were put up, but the mill and elevator company refused to talk business.

Sandy Enjoying Electire. pecial to The Tribune.

SANDY, Aug. 6 .- With the coming of electric cars, residents here and at aper have blessed the Utah Light & Draper have blessed the Utah Light & Railway officials upon more than one occasion. It gives the people of Draper an opportunity of getting to the metropolis much cheaper, and does away with livery rentals at Murray, where usually people from this section of the county were wont to rest their thred steeds, while they went on to the city to do their shopping. One citizen of Draper has conceived the idea of erecting a livery stable near the terminal of the new street car line. This man has completed the construction work upon his new rental establishment, and is bound to reap a rich harvest. Already inhabitants of this section are awakening to the fact that they can leave their horses at the stable for a small amount and upon re-turning in the evening find their horses hitched to their conveyance ready for cparture.

Shop Tools for Ogden.

Special to The Tribune.

OGDEN, Aug 6.—By the installation of a mammoth steam hammer, a shears machine and a cold saw, the equipment of the local shops of the Southern Pacific will be greatly improved. The three powerful machines have already arrived and are being placed in position. The steam hammer is the ingest of its kind between Kansis City and the Pacific coast. It weighs 3300 pounds, and is necessary on account of work recently begun by the shop, which renders the smaller steam hammers inadequate.

The cold saw is another powerful machine. It will be operated by a five-horse power motor. An axle of a locomotive may be cut in half within a few minutes by the powerful saw, while the same work would ordinarily require several hours by the old method. The shears machine will be used to cut sheet from and plate. The great steel blades can handle 14-inch from as easily as a barber clips hair.

Railroad Notes. special to The Tribune.

Railroad Notes.

Welcome the circus. It gets in at 8 a. m. Jumping from Rock Springs.

The O. S. L. yard has been cleared. The Pioche trains will run three times week commencing Tuesday.

The latest on the arrival of the circus brings the trains into this city between 5 and 7 a. m. This is of interest as one of the most unique features is the unleading, and crowds usually throng the yards to see the sight. The circus has about ninety cars and comes in over the Short Line. It goes to Provo over the Salt Lake Route.

Three extra cars had to be added to the Yellowstone special last night. The Rio Grande is discussing an addi-tional train to and from the Tintic dis-

A Sali Lake wrecking crew passed through this city a few days ago on the way to the Mendow Valley wash region near Las Vegus, and is now engaged in raising the engine and cars which were engulfed by the flood New Year's day, says the San Bernardino Index. Nearly seven months in the mud is hardly conducive to the welfare of rolling stock, yet Mr. Lundholm expects soon to get the blg machines in working order again.

Everybody's Guide for the week contains a full page cut of the new Gould station and a page description of the Western Pacific from this edity to San Francisco. It is a well written article, telling in brief form the story of the whole route from the mountains to the sea and reflects credit upon the editor. R. V. H. Hanson. A Salt Lake wrecking crew passed

UNCLE SAM AND PORTUGAL REACH TARIFF AGREEMENT

By Associated Press. LISBON, Aug 6.—A complete agreement in the tariff negotiations between Portugal and the United States was officially announced today. Each nation grants the other the most favored nation treatment.

treatment.

Portugal is now engaged in a general revision of its tariff and purposes to double the duties against countries with which it has no commercial agreements, and to increase them from 10 to 30 per cent against others.

Important to All Women

Thousands upon thousands of women have kidney or bladder trouble and never suspect it.

Women's complaints often prove to be nothing else but kidney trouble, or the result of kidney or bladder disease. If the kidneys are not in a healthy condition they may cause the other or-gans to become diseased.

You may suffer a great deal with pain in the back, bearing-down feelings, headache and loss of ambition. Poor health makes you nervous, irri-table and maybe despondent; it makes

But thousands of irritable, nervous, tired and broken down women have restored their health and strength by the use of Swamp-Root, the great kidney, liver and bladder remedy.

Swamp-Root brings new life and activity to the kidneys, the cause of such troubles.

Many send for a sample bottle to see what Swamp-Root, the great kidney, liver and bladder remedy, will do for them. Every reader of this paper, who bas not already tried it, may address Dr. Kilmer & Co., Binghamton, N. Y., and receive sample bottle free by mail. You can purchase the regular 50-cent and \$1 size bottles at all drug stores.

CRIPPEN AND COMPANION WANTED ON THE STAGE

Associated Press.

SUBMARINE EXPLODES. INJURING SEVEN MEN

By Associated Press. By Associated Press.

PORTSMOUTH, Eng., Aug. 6.—Two officers and five men were dangerously wounded today by an explosion of petroi on the navy submarine A-1. So great was the force of the explosion that the coxswain was blown completely out of the conning tower and fell into the sea.

The A-1 seems ill fated, being the same boat which was sunk in collision off Portsmouth in 1904, early in its career, all aboard being drowned.

The A-1, a single serew, submersible boat of the modified Holland type, is 100 feet in length and 12 feet 8 inches beam. She has a displacement of 18-tons. She was sunk off Nob lightship on March 18, 1904, and her crew of eleven men drowned. Later she was raised.

WHITECAP OUTRAGE REPORTED FROM TEXAS

By Associated Press.

By Associated Press.

EL PASO, Tex., Aug. 6.—J. F Kennedy, homesteader, was driven with his family from his claim near La Union, N. M., two nights ago, by a band of whitecape, according to information received here yesterday.

Kennedy, who recently located in that section, was warned to leave.

Five masked men rode up to his shanty and fired through a window.

The settler bundled his terror stricken family into a wagon and started for La Union, the marauders following a short distance behind.

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DISCOVERY OF LEPROSY GERM IS ANNOUNCED

By Associated Press.

HONOLULU, Aug. 6.—Doctors Brinkeroff and Curry and M. T. Hallmen of Honolulu have succeeded in isolating germs of leprosy, it was an-nounced today. This means, it is said, the ultimate discovery of a cure for the disease. The doctors are attempting to make toxine from the bacilli. Experi-ments at the leper settlement ments at the lep soon will be made.

Bright's Disease

Since Mrs. C. Boole was cured of this dread disease, when her doctors said nothing could be done, she would not be without this remarkable medicine

Warner's Safe Cure

Mrs. C. Boole of W. Winnipeg, Dick-cas, Man., Can., writes: "I am pleased to inform you that I have been greatly benefited by the use of Warner's Safe Cure. I had been ill for some time, had been to several doctors and they all told me I had severe kidney trouble. Two doctors said it was Bright's disease

and there was no cure. Before taking Warner's Safe Cure 1 could only sit bolstered up with pillows, ould not sleep more than one to two hours at a time, and my agony was terrible. The first two bottles gave me re-lief and I could sit and sleep better. By the time I had finished the sixth bottle of medicine I was able to do my usework comfortably,

I have taken about 15 bottles of Warner's Safe Cure, and several boxes of pills. I still continue to take it at imes, and the pills I keep as a houseold remedy.

I cannot speak too highly of your nedicine, and only wish I had com-nenced its use sooner, as I am sure it would have saved me many hours of gony.

Warner's Safe Cure has been tested ment of Secretary Lynch. many years and has always been found to be a wonderful remedy for all forms of kidney and liver disease. It is a stimulant to digestion, and awakens the torpid liver, putting the patient into the best receptive state for the work of the restorer of the kidneys. Put up in 50c and \$1.00 sizes, and sold by drug gists everywhere.

For constipation and biliousness take Varuer's Safe Pills, purely vegetable, absolutely free from injurious substances, a perfect laxative. They do not gripe or leave any bad after effects. 25 cents a box.

To convince every sufferer from discase of the kidneys and liver that WAR. NER'S SAFE CURE will absolutely cure, a sample bottle and a sample box of Warner's Safe Pills will be sent FREE OF CHARGE, postpaid, to any one who will write WARNER'S SAFE CURE CO., Rochester N. Y., and mention having seen this liberal offer in The Salt Lake City Sunday Tribune. The genuracness of this offer is fully guarantsed by the publisher.

pany, testified on the Levis Cotted, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water contracts of the settlers had not been deposited.

At the same hearing Mr. Copening, testified that he represented to purchase of the settlers had not been deposited with the state land board heretefore cited, that the money received by the Casis company in payment of water company in payme

Readers of this Paper KUHN, LOEB & CO. SECURE ROCK ISLAND

Union Pacific Bankers Complete Great Financial Deal in London.

By Associated Press. CHICAGO, Aug. 6 .- A cable dispatch o the Tribune from London says that conference was held in London yester-

day at which final details in connection

day at which final details in connection with the taking over by the Kunn, Loeb-Cassell syndicate of the Farquhar-Pearson interest in the Rock Island railroad were settled.

The meeting was attended by Sir Ernest Cassell on behalf of the syndicate and Farquhar, who will return to America today to carry out the details. While Farquhar and Fearson will retain a small holding in Rock Island, the Reed-Moore interests have lost the controlling interest in the concern, which now rests with the Kuhn, Loeb-Cassell syndicate absolutely.

The informant says one of the first

syndicate absolutely.

The informant says one of the first things the new organization will do is to reorganize the whole system, making sweeping changes in the active management of the line and re-establishing it with the most modern methods. With Kuhn, Loeb & Co. and Sir Ernest Cassell are associated a powerful group of French bankers, and it is stated that they paid \$20,000,000 for the Pearson interests.

SHAKING AMONG THE LAND BOARD

Continued from Page One

ed and a new bond and contract substituted. In this project 48,266.74 acres are segregated. Other Carey land projects are Ossis Land and Irrigation company, 43,119,83 acres segregated.

Sheley of Salt Lake City, 4959.15 acres segregated. Buckhorn Irrigation company, 29, 839.87 acres segregated

E. Warren Stees, account of H. W.

Secretary Lynch Breaks Loose. That the state board of land commissioners knows that it has ignored the laws and its own rules is discerned by the interview given by Secretary William J. Lynch of the board to the Deseret News Saturday. In this interview Secretary Lynch takes up the matter of the Oasis project in Millard county. In this interview Mr. Lynch is quoted is saying:

Members of the company are now in the east, and have practically closed a contract with a company which will underwrite a bond issue of \$125,000 to take up the floating indebtedness of the company and complete the Oasis Carey act project, provided certain concessions will be given by the Deseret Irrigation company and the Mellville Irrigation company, both of which are interested.

Now the facts are that no contract has been closed for underwriting. This would mean a second mortgage on the property. In this connection it might be said that 80 water contracts of the Oasis company sent to the recorder of Millard county for record are retained by the recorder because the fees for by the recorder because the fees for recording, which amount to about \$340, are not paid and the recorder has there-fore declined to return them to the company which has made the request, until these fees are paid. It is said that the company wants the contracts on account of subsequent payments be-ing due. ing due.

Secretary's Memory Short. Mr. Lynch in his interview says that

Mr. Lynch in his interview says that the farmers realize that even if the Oasis company had been bonded for \$1,000,000 it could not have withstood the violent floods of this spring which tore out railroads as well as dams. The secretary must have a short memory, for on July 7 and 8, there was a hearing before the state land board of the Oasis case. He was present and administered the oath to the witnesses. One of those witnesses, Col. Moore, testitied as to the construction of the Melville dam, which was washed out, that a portion of the company for the same witnesses. The secretary must have a short memory, for on July 7 and 8, there was a hearing before the state land board of the Oasis case. He was present and administered the oath to the witnesses. One of those who have tried it KNOW, 'hat Imperial's purity and the great care used by my German boys in brewing and ageing are enough proof that Imperial will not cause biliousness. On the other hand, you will note the improvement in your nerves, weight and appetite for more hearty foods after the first week.

By Associated Press.

RENO. Nev., Aug. 6.—Proceedings in the suit for divorce brought by Mrs. Margaret McKim, the Newport society leader, against Dr. Smith Hollis McKim of Ballumore, were resumed in the district court this morning when a motion to set the that a portion of the cement spillway rested upon quicksand and the im-pounded water worked underneath this spillway through the quicksand and caused the cement work to drop inte the excavation made for the dam. There was no flood. The impounded waters

This was also admitted on the wit-ess stand by Professor Lyman, engineer for the Oasis people, in charge of the construction of the dam. Again

Secretary Lynch says:

Says There Is Another Side.

Says There Is Another Side.

That there are two sides to the story is apparent from the fact that the state land board received on July 10 a letter from settlers in Burtner, Millard county, which vindicates to some extent the company and impugned the integrity of the complainants. The letter dated Burtner, July 12, and signed by Charles O. Connelly, Albert Watts, Loren Taylor and J. J. Clark, reads in part as follows:

"Having cause to believe that the course being pursued by certain other swhers of water rights purchased from the Casis Land & Irrigation company may be injurious to our interests, we wish to advise you that the parties above referred to, having other means of maintenance or homes elsewhere, and whose beldings here are largely speculative, are seemingly intent upon the dostruction of the Oasis Land & Irrigation company, which, in our opinion, would be disastrous to many of the settlers and delay further development. The parties referred to we believe to be a minority of the actual settlers."

Contracts Were Approved.

Now the fact is that the owners of the water rights have had their contracts approved by the state board of land commissioners, therefore the board is not in position to say that the set-tlers are not qualified settlers. Secre-tary Lynch, as said, must have a short memory. Again Mr. Lynch says: The state engineer approved the plans and specifications of the Onsis dam, and the whole project would probably have been accepted and the matter turned over to the company if the thoods had not torn the dam away. The dam looked to be all right to the state engineer.

The testimony of Colonel Moore and Eugineer Lyman disproves this state-

financially in position to do so, the face of this statement, the

As to rule 19, A. M. Trader, secretary of the Oasis Land & Irrigation com-pany, testified on the witness stand be-fore the land board heretefore cited,

DOCTORED WITHOUT RELIEF PERUNA SAVED HER



Mrs. Thomas Hover, R. F. D. No. 1 Montague, Mass., writes: "As I doe tored over a year without any relief and kept getting worse. I gave up all hope of ever getting well again. I was all run down, could eat scarcely anything. I was nervous and had such terrible pains in my right side and

shoulder. "I cannot express how grateful I feel for Peruna."

ject that the money paid as first payment on the purchase price of said lands would be deposited with the state board of land commissioners and held by the board as a protection to settlers according to rule nineteen.

At this hearing, as said above, Sectatory Lynch was present and swore

evidence. Will Be Under Limelight.

This investigation of Uncle Sam into the workings of the state land board in Carey act projects, the suit filed in Millard county, the action to be instituted against the board collectively, and as individuals, and against the bondsmen of the board, will throw light upon shining bottle of Imperial, "you get many matters connected with the state lands that have long been hidden away, and when the spot light is thrown upor those matters there will be such a sour

rying to cover as has never before been seen in Utah since statehood.

The action taken may be one of the reasons why the official organ of the state objects so streamonsly to having a grand jury called, for its inquiry vould cover everything. Buy a lot in Federal Heights. No other site like it in the city. Telluride Realty Co., owners, 10th floor Newhouse

Bldg. PRESIDENT OF CHILE IS GUEST OF TAFT

By Associated Press.

By Associated Press.

BEVERLY, Moss., Aug. 6.—The president of the United States and the president of Chile met here teday. The meeting was robbed of much of the pomp which would have been the case in Washington or in any other capital.

The only suggestion of military ceremony came from the saluting guns of the presidential yacht Mayllower, which conveyed President and Mrs. Montt and several members of their suite from Boston to Beverly and paid them due honors.

President and Mrs. Taft entertained the Chilean chief executive and his wife at luncheon. The other guests included the secretary of State. Mr. Knox; Governor and Mrs. Draper, Miss Mabel Boardman, president of the American Red Cross, the Chilean charge d'affaires, Mr. Youcham; Brigadier General Carter and Secretary Charles D. Norton.

Presiednt and Mrs. Montt returned to Boston this afternoon to take a train for New York.

against Dr. Smith Hollis McKim of Baltimore, were resumed in the district court
this morning, when a motion to set the
case for trial was called. Counsel for
Mrs. McKim announced that the physician's attorney had refused to accept
service in the case and consequently the
court was unable to proceed at this
time. Dr. McKim was allowed until
Thursday of next week to file an appearance if no appearance is filed by that
time a motion for default will be entertained. It is thought that Dr. McKim's
attorney is preparing to make an effort attorney is preparing to make an eff o take the case into the federal court.

KNIGHTS OF PYTHIAS

By Associated Press. By Associated Press.

MILWAUKEE, Aug. 6.—Today witnessed the ceremony of breaking camp Henry Parish Brown, Knights of Pythias grand encampment. The chief interest centered in the awarding of prizes for the competitive drills. Companies from Indiana won all the prizes in class A. Terre Haute, No. 3, taking first, Vigo, No. 38, second, and New Albany, No. 5, third, Washington, No. 1, took first prize in class B, and Jacksonville, No. 11, Indiana, first in class C.

APACHE LVNCHED

IN HEART OF PARIS

By Associated Press.
PARIS, Aug. 6.—Paris witnessed a demonstration of "lynch law" in the heart of the capital vesterday. A police-man was about to arrest an Apache in the boulevard Sebastopol when the man fired at him with a revolver. The bullet wounded the policeman and killed a man passing in the street.

A crowd speedily gathered, seized the Apache and hanged him to a lamp post.

BOTH PHONES 171.

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T. J. O'BRIEN, Gen. Sales Agent. P. J. MORAN, Gen. Manager.

WARM WEATHER SICKNESS

Water Drinking Ofttimes Cause of Prevalent "Summer Complaint."

DRINK LESS WATER-MORE PURE BEER"

Is Advice of Robust German 'Braumeister.' Given Here.

"Koennen sie sich vor stellen das-Was! I peg your pardon, mine friends. will speak in English."

These words from our friend the Brew Master at the Wagener Brewery, who was holding forth on the common complaint in this country, stomach trouble and loss of appetite, during the hot months.

"Do you realize that the water you drink causes a great deal of summer retary Lynch was present and swore sickness and summer complaint'? Sait the witnesses. He must have heard the Lake has exceptionally good water, but even the best carries the dangers

> distilled mountain water from our prings in Emigration Canyon.

A Food as Well.

"But added to the absolute purity of the distilled water is the nutrition of the grain and the flavor of the hops. That's all there is to Imperial, after all-just pure water, the strength of the grain and hops and a very small percentage of alcohol, which is also a food when used in such small quanti-

"The main thing, though, my friends, want to impress on your understandng is the PURITY OF IMPERIAL BEER. It's purity is certain. I call it Insurance against summer sickness It s a genuine Tonic and a strength giving food if used judiciously in the Home. Nothing will regain your appetite and produce such sound sleep these summer

nights as Imperial.

Says Avoid "Bilious Beer." "A danger in beer drinking is the hance you are running in drinking a bilious' beer. I have told you, and hose who have tried it KNOW, 'hat

"Keep your beer in the refrigerator or in a cool place, but do not drink it when it is extremely chilled. Certainly don't put ice in it. It will cool you off just as much when it is moderately cold as when ice-cold. Stomach trouble, especially indigestion, is caused by too many iced drinks and ice water. I never drink ice water or iced beverages of any kind, nor do the German people, as a race. Cool beer takes the place of all such drinks. As a consequence you will PRIZES ARE AWARDED not find a more temperate or healthy class of people in the world than the



Germans.

Drink Wagener's IMPERIAL

BEER

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